

THE HAWAIIAN GAZETTE

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The Week In the War

BEATEN to a fare you well, whipped to a frazzle, the forces of the German crown prince have been driven from the terrain that was known as the Soissons-Rheims salient. The enemy has been unable to make a new stand along the Vesle River, which had been expected, and has been driven even beyond the Aisne at some points. It appears likely that the Prussians will be unable to take up positions of defense along the Aisne but must fall back as far as the Chemin des Dames line.

The end of the week comes at the end of the fourth year of the war and sees a large part of the enemy's army in full retreat, a phase of their supreme offensive turned into a disaster for them and the tide of battle turned completely in favor of the Allies. A battle has been won for the Allies that will rank as among the most important, if not the most important, of all the war.

Since the counter offensive of the Allies was started in the vicinity of Chateau Thierry, the point of nearest enemy approach to Paris, the enemy line has been thrown back a full twenty miles with the end of the retrograde movement not in sight. The thrust against Paris has been warded off.

But the victory of the Allies means even more than this. It would seem that it must mark the end of the German "Supreme Offensive." After it is disaster not only must the von Boehm forces be completely reorganized, the reorganization must extend to a large part of the enemy reserves. To extricate the von Boehm army from the clutches of Foch's pincers it was necessary to bring down reserves from Rupprecht's army and these reserves have been so shattered that they also must be reorganized. Thus are the enemy reserves tremendously weakened.

In this position it is not unlikely that this great battle has brought the end of the Prussian offensive. Without adequate reserves it is doubtful if a new phase of the offensive can be launched. This was expected to be yet another thrust at the Channel Ports. A short time will determine whether that plan has been thwarted through the fiasco of the crown prince's effort. If the thrust is attempted, the Allies are far better prepared to meet it than they were a month or even two weeks ago.

There are other sectors along the West Front where the German positions are not such as to withstand heavy assaults by the Allies and these the Prussian war lords must consider in their subsequent plans. Already they have fallen back ten miles on the British front.

There is therefore reason to hope that the positions of the two armies have been reversed and that the Germans are now to be forced to take the defensive at all points of the line with Foch and the Allies taking their own chosen times for master thrusts.

It was the German plan to strike a great blow, to cut deep and to achieve an overwhelming victory before the American forces should become an important factor. As a result of the offensive that was started in March the United States speeded up as no one had thought it was possible to do. That speed attained a maximum of 300,000 fighters sent overseas last month. The very thing the Prussians most feared they have brought upon themselves. Their eagerness to forestall the American forces brings them into the fighting the sooner.

Whatever probability there ever was of the Germans reaching Paris has now been minimized. If this effort proved a failure what can be expected of a later effort against heavily strengthened forces?

If the Germans are to strike at the Channel Ports it must be soon, almost immediately. Then failure seems sure but later disaster will be certain.

From now on the balance of man power will be swinging ever for the Allies and it may well be that the Germans will never again be able to take the offensive on the Western Front. Certainly they can never again launch assaults of the magnitude of those that carried them forward during the spring and early summer.

On the other hand the Allies can wait or force the offensive as they will. The waiting game will in no wise weaken them, it allows the foe to dig in, that is all. They have against them a foe that grows weaker as they grow stronger.

This condition should not begot over confidence. It does not mean that the Allies will not have to do much hard fighting nor that they may not sustain some reserves. Before them is some of the hardest perhaps the very hardest fighting they have been called on or will be called upon to offer. When the tide turns, as it may now have done, they must do the offensive work, theirs is the part to drive in and on, ever on, hurling the Huns back to and into their own land and there beating them to their knees until they shall not ask but beseech and pray for peace. To do this will mean many and great sacrifices, marvels of achievement but the resources are at hand and it rests with the readiness and the willingness of the people. A tremendous crisis has been passed and in the passage the Allies come out strengthened.

In what has been known as the Soissons-Rheims salient a line seventy four miles in length has been shortened to forty. Not only have immense losses in men been caused to the enemy but in guns and in munitions captured they have been badly crippled. Despatches of yesterday say that the announcement of the number of prisoners captured in the past few days will thrill the Allied world. There is much in the news of the week to

gratify and thrill with pride all loyal Americans. Our fighters were in this great battle, they carried themselves in a manner which has roused the admiration of the world and without boasting, for every American will wish we had had ten men in the fighting for every one man who has been there, it can be said that it was American participation that made possible the victory, the presence of the American fighters, some quarter of a million of them, that gave General Foch the man power to warrant the launching of the counter offensive. In fighting qualities displayed, the Americans have left nothing to be asked, according to French and British reports. They have moved forward with at least the same speed and precision as did their Allies. They have been trusted with some of the most important points on the fighting front and have shown themselves worthy of the trust.

As yet bare details of the fighting have reached here. As these are more fully learned the magnitude of the victory achieved will become still more evident.

On the Albanian front, the reports of the week indicate, the Austrians have been able to reorganize and have recovered some of their losses. Reports are somewhat contradictory and those from Italian sources continue to claim gains and advances although admitting that there is a lull in their offensive.

On the Italian front there have been no events of major importance, from Macedonia reports are meager and from Palestine nothing has been heard.

Locally the news of plans for an expedition into Siberia has been of great importance. The position of Hawaii in the Pacific past which all shipments of troops must go, adds much to the interest and there are possibilities opened for a participation in war efforts which may come to these Islands. The closer relations which are to be brought about between the United States and Japan as a result of the expedition are of world-wide interest, but where there is such a mingling of American and Japanese as here, that interest further deepens.

How Russia will take this action is a cause for anxiety, although it is conceded that the Bolsheviks are in a position to do little more harm than they have already done.

W. S. S.

Taxes On Luxuries

BUSINESS, wholesale and retail, throughout the country is watching the deliberations of the house ways and means committee in the framing of a new war revenue measure. Especially is this so relative to the proposed taxes on luxuries and the determination of what are to be considered luxuries. Bradstreet's reflects business sentiment clearly and is an earpiece as well as a mouthpiece for the business world. Under the heading of "Taxes on Luxuries proposed" that publication in its issue of July 13 says:

One of the suggestions made by Secretary McAdoo in his letter to Chairman Kitchin of the house ways and means committee over a month ago was that, in framing the new revenue law, heavy taxation be imposed upon all luxuries. It is probably an elaboration of this proposal that has been submitted to the committee in a memorandum from the treasury department this week.

Two classes of taxes are suggested in the memorandum, one class on retail sales and the other on manufacturers or producers. The imposts in the first class are frankly recommended not only to raise revenue, but also to discourage wasteful consumption and unnecessary production.

These comprise taxes of fifty percent on the retail price of jewelry, including watches and clocks, except those sold to army officers, twenty percent on automobiles, trailers and truck units, motor cycles and bicycles, and on tires therefor, and on musical instruments, and ten percent on collections from the sales of vending machines and on hotel and restaurant bills above a certain rate. With these are grouped taxes on sales of wearing apparel and on house furnishings and toilet articles.

The second class of taxes includes the doubling of the existing rates on alcoholic beverages of all kinds, tobacco and cigarettes, theater admissions and club membership dues; license taxes on passenger automobiles graded from \$15 on twenty-five horsepower or less, to \$30 on over forty horsepower; the substitution of a five percent tax on rentals received by producers of motion picture shows and films instead of the present foot tax, and doubling the tax rate on admissions: increases of taxes on soft drinks, mineral waters and chewing gum; ten cents a gallon on gasoline, and a ten percent tax on wire leases. With these are grouped taxes on made household servants, ranging from twenty-five percent of the wages of one to one hundred percent of the combined wages of four or more, and taxes on female servants in excess of one exempted, ranging from ten percent on each additional one to one hundred percent on all over four in number.

W. S. S.

"Halt the Hun" was the slogan a short time ago. Now the general purpose has changed to "Keep him moving."

Germany expected to assess the cost of the war upon the "enemy" after victory. It is becoming more and more evident she will have to change her assessment roll.

McAdams says he will not make the rice question an issue in his campaign for the Democratic nomination for Delegate. He will not have to for the people will do it for him.

BREVITIES

Reports received here from the Kona district say that heavy rains visited that district last week and that wash outs destroyed fifteen acres of coffee fields in Honouliuli. A large area of taro land was destroyed at Kea.

Governor McCarthy soon will appoint four members of the Hawaiian Promotion Committee, which he says he would like to see kept in existence, but which he thinks might get along with less money during the period of the war.

According to the latest word from Kona, the residents of the Garden Islands are suffering by hundreds from influenza. The disease first ravaged Oahu and then it spread to Maui and Hawaii. The Garden Islands are the last to suffer from the influenza.

D. C. Chang, who for the past two years has been on the editorial staff of the Liberty News, yesterday he came (shipboard secretary for Chinese work at the Nuanuan Y. M. C. A. Mr. Chang will continue to give part of his time to newspaper work while he is studying Y. M. C. A. work.

Food Commissioner Child, who returned from a tour of inspection on Kona Sunday, reported that the citizens on the Garden Islands are doing everything in their power to observe the rulings of the food commission. Mr. Child was not very enthusiastic over the rice situation on Kona, owing to the shortage of labor for this class of agricultural work.

The Hawaii Home Journal, a Japanese monthly magazine published by the Nippon Jiji Company of this city, will suspend publication during the war, according to an announcement in the Nippon Jiji yesterday. The magazine had thousands of subscribers among the Japanese women throughout the islands and its suspension is regretted by most of its readers.

Plans for the location of the Waikiki drainage lagoon, in the Waikiki reclamation project, were practically decided upon yesterday at a conference of Lyman H. Bigelow, superintendent of the public works, A. S. Cantin and Col. R. E. Raymond, U. S. Army. The work, superintendent, however, says, the location will not be announced for about two weeks, and not until after the plans are mapped.

District Attorney S. C. Huber said yesterday that the marriage of City Clerk David K. Kalanokalani to Mrs. Maggie K. Ryan Van Gosen, which occurred last Wednesday, would not result now in the entry of a nolle prosequi to the federal indictment against the city clerk. He, however, intimated that such might result if the complainant, Mrs. Kalanokalani, did not desire to press the case.

The Korean Committee of the Nuanuan Y. M. C. A. held its regular monthly meeting yesterday at noon. The committee discussed plans for cooperation with the war work council of the committee: Syngman Rhee, chairman; W. K. Ahn, vice chairman; S. C. Pang, recording secretary; S. Y. Shin, treasurer; John Park, H. J. Song and C. H. Shon.

Prince Arthur of Connaught with suite, who passed through here a few weeks ago en route to Japan, where he went to present to the Japanese emperor a British field marshal's baton from King George, has landed safely at a Canadian port. He was taken there by a Japanese battle cruiser of 37,000 tons, according to a report received here recently. His departure from Japan was withheld from publication on account of the censorship.

A meeting of representatives of the various island liquor boards and territorial boards is to be held this morning to decide upon rules and regulations for the importation and distribution of liquor to the islands for medicinal, sacramental, mechanical and scientific purposes after the Hawaii Prohibition Act goes into effect. The tentative plan is to have the distribution and importation handled by the liquor boards on the various islands.

A plea of not guilty was entered yesterday in the federal court by King George, who is charged with the murder of Lieutenant Joseph Corso at Port Shafter on June 21. A demurrer filed to the indictment by Attorney W. T. Rawlins, counsel for the defendant, was overruled. The trial of the Japanese is to begin next Monday.

Lau Kwei and Harry Afong, who are under indictment on a White Slave Act charge, and Mah Ching, charged with an opinion offense, pleaded not guilty yesterday when arraigned in the federal court.

Are you lame every morning, tired all day, tortured with dull backache or sharp, stabbing pains? Don't drag along with it. Suspect your kidneys. If you have headaches, rheumatic pains, dizzy spells, with annoying kidney irregularities, don't wait for worse troubles to set in; use Doan's Backache, Kidney Pills. They have worked well in thousands of such cases. You can try them with confidence.

When Your Back is Lame—Remember the Name. Don't simply ask for a kidney remedy, ask distinctly for Doan's Backache Kidney Pills and take no others. Doan's Backache Kidney Pills are sold by all druggists and storekeepers, or will be mailed on receipt of price by the Hollister Drug Co., or Benson-Smith & Co., agents for the Hawaiian Islands. (Advertisement)

Worrying Along In Same Old Rut?

The Lord Young Engineering Co. was the one and only bidder yesterday afternoon when bids were to be opened for the improvements on Ala street between Beretania and King streets. The Lord Young Co., which has recently been taken over by the Dillingham and H. P. Benson interests, bid \$6675 for the job. The estimate of City Engineer A. S. Cantin for this work was \$6023.10. The difference of \$652 between the estimate and the bid, made by the Lord Young Co., will probably be made up through an additional tax on the abutting property owners where this paving is done. The specifications call for six inches of concrete with a bitulith top. It was reported at the city hall yesterday that the bid submitted yesterday by the Lord Young Co. would probably be accepted as the Lord Young Co. are practically the only contractors in the local field for this class of street work.

PERSONALS

Dr. M. Matsumoto, a professor of the Imperial University of Tokyo, Japan, is a visitor in Honolulu on his way to the United States. He is going there for the purpose of studying practical psychology in Harvard, Yale, Cornell, Columbia and other large American universities. He expects to finish his studies in about a year.

Lieut. G. E. James, of the Australian Flying Corps, who was a visitor in Honolulu yesterday, on his way home from the British battlefronts in France, has a record of twenty-two airplane flights over Germany since 1917. On each trip he carried bombs and dropped these on designated cities and military camps following England's decision to make reprisals for Germany's raids on London and unfortified cities. Another officer, who was also on route home, Capt. L. A. Laurence, also took part in raids on Germany. Lieutenant James has been invalided out of the service.

Flood of Prosperity Coming This Way After War, Is Believed

Honolulu Must Prepare To Handle Great Expansion of Commerce, Message Sent To City By Rossiter Through Effinger

Honolulu must prepare in an adequate way now for the flood of prosperity which will flow to the islands, and must have wharves and shipping facilities equal to a great expansion of commerce in the Pacific after the war, is the message which John Effinger, head of the shipping board in San Francisco, has brought home from J. B. Rossiter, head of the shipping board in San Francisco.

Mr. Rossiter, who was president of the new Pacific Mail Steamship Company before his selection for service in the government shipping board, told Mr. Effinger that there will unquestionably be a vast expansion of travel and commerce throughout the Pacific following the conclusion of the war, and that the Hawaiian Islands will be the center of this development.

"I had a long talk with Mr. Rossiter," said Mr. Effinger, "and aside from his personal interest in Honolulu as a port in the Pacific where his own company is a shipping factor, he expressed the opinion that it is logical that Honolulu will become the most active and important port in the entire Pacific region, second probably only to San Francisco, or to Seattle."

W. S. S.

LEADING BUSINESS MAN OF NIPPON IS VISITOR TO CITY

Clad in haori and hakama, Fuson-suke Kohara, president of the Kohara Mining Company of Osaka, Japan, who is regarded as one of the leading business men of Nippon, is a visitor in Honolulu, on his way to the United States where he is going for recuperation of his health, and because of business reasons.

He is accompanied by his business advisor, Chosai Koike. Koike resigned as the head of the bureau of political affairs in the foreign department of the Japanese government to enter the employ of the Kohara Mining Company as its manager, and business advisor to the president. Had he remained with the diplomatic service of Japan, he would have had a good opportunity to become foreign minister.

Although President Kohara is a stranger to local Japanese, Mr. Koike is known here because of visits made coming and going to the United States the latter part of last year, when he was a member of the Japanese financial and economic commission. This commission was headed by Baron T. Mogata, a member of the upper house of the Japanese diet, and was composed of representatives of the leading business houses of Japan.

Both Mr. Kohara and Mr. Koike are silent as to their business mission to the United States, and the mining company president insists he is going principally for recuperation and pleasure, which he says he badly needs after years of strenuous business activity.

The most of the modern business men of Japan, President Kohara still wears the dress of Japan, instead of European clothing.

W. S. S.

ONLY ONE BIDDER FOR STREET IMPROVEMENT

The Lord Young Engineering Co. was the one and only bidder yesterday afternoon when bids were to be opened for the improvements on Ala street between Beretania and King streets. The Lord Young Co., which has recently been taken over by the Dillingham and H. P. Benson interests, bid \$6675 for the job. The estimate of City Engineer A. S. Cantin for this work was \$6023.10. The difference of \$652 between the estimate and the bid, made by the Lord Young Co., will probably be made up through an additional tax on the abutting property owners where this paving is done. The specifications call for six inches of concrete with a bitulith top. It was reported at the city hall yesterday that the bid submitted yesterday by the Lord Young Co. would probably be accepted as the Lord Young Co. are practically the only contractors in the local field for this class of street work.

SECTION MEN AND FREIGHT HANDLERS OF RAILROAD QUIT

Two Hundred and Fifty Japanese Walk Out and Work of Company Is Seriously Hampered

BIG RAISE IN PAY IS DEMANDED BY STRIKERS

Are Members of New Labor Union Quietly Organized; Work of Loading Vessel Delayed

A strike which seriously hampered the work of handling freight, and which threatens to develop into more serious difficulty broke out among the employees of the Oahu Railroad Saturday night and yesterday when 250 Japanese section men and freight handlers, all members of a new and secretly organized union, walked out.

The men quit work, they say, because of refusal of the railroad company last Friday to grant them a thirty percent increase in wages, demand for which was made some time ago.

The strike interfered with the loading of a government vessel lying at the dock, with the result that the facts were laid before army authorities and unless the men return to work, it is possible that action will be taken by those authorities on the ground that the handling of government business is being interfered with.

Delay of the cargo work on the government vessel was made possible through the refusal of some of the Hawaiian members of the stevedores' union to work on freight intended for the ship, because of their professed sympathy with the striking Japanese freight handlers.

Situation Uncertain

The seriousness of the situation will develop today when it is definitely determined whether or not the section hands stick to the announced intention of not returning to work. Hope was expressed last night that they would be on the job today, their lunas having promised after a conference yesterday afternoon that they would urge their men to return to work.

A small gang of Hawaiians was secured Saturday night partly to continue the work of loading the ship, and yesterday almost a full gang, made up of transient labor recruited from all races about the city, was employed in getting the vessel's cargo aboard.

The most serious feature of the strike is the threat of the section men not to go to work today. They are skilled to some extent and will not be so easily and quickly replaced as were the freight handlers on the railroad wharves. Since the section men worked up until Saturday after delivering their final strike ultimatum on Friday, and as yesterday was Sunday, it was not certain last night whether they would walk out today or not.

At a conference held late yesterday evening of the section bosses and H. N. Dennison, superintendent of the railroad company, the lunas promised to return to their different divisions and get as many of the men to go to work as possible. It remains to be seen this morning whether the section bosses will keep their promise to the superintendent, and if they do so if they will be able to induce the strikers to go to work.

The strike of the railroad men comes in the midst of the busy pineapple season, said to be one of the busiest the railroad has ever had to handle because of the quickness with which the fruit ripened this year.

Labor Shortage Embarrasses

Difficulty of the railroad company also is greatly increased through the general shortage of labor and the loss of thirty-nine men of the operating department through the draft and the calling out of National Guard. Besides this loss six other men have been lost from office and executive positions.

While no violence is anticipated from the striking section men, the walking out of these men is not without menace as they are the track caretakers upon whom depends the safety of all travel over the railroad. They cannot be quickly removed and other men put in their positions, which is the intent of the railroad company, to do, if they do not immediately go to work, it is said.

Government aid will be called for also, it is asserted, if the strikers seriously tie up the movement of food stuffs at this time, something of which the government will take prompt cognizance.

It is generally rumored that John Wise, Honolulu politician, who recently went to Seattle and San Francisco on a mission for the stevedoring union of this city, is the one who has so quickly organized the Japanese railroad workers that it was unknown they had a union until last week. The president of the union is K. Iwasaki, one of the laborers on the railroad wharves, a fact which leads color to the conjecture that the brains behind the movement has not appeared in the submitting of the strikers demands. All the demands and conferences with the strikers have been with the gang bosses and one committee of the men.

Poolers Refuse To Work

From all that is known, the new union seems to be a separate organization from any other such in Honolulu, although apparently recognized by the stevedoring union, as shown through the refusal of some of the Hawaiians to work on cargo intended for the government ship last Saturday night. Only Japanese seem to be represented in the organization, as no objection was made by shop workers and others to helping secure labor to take the places of the strikers when called upon to do so by the superintendent.

Although evidently a separate organization there is evidence that its formation and demands are known to Japanese workers of other Honolulu establishments, who are watching what it is feared might develop into a series of Japanese laborers strikes if this one is successful. An indication of this is

NEW STOCK FOODS ARE TRIED ON MAUI

Ranch Companies Trying Out Pigeon Pea Hay and Other Substitutes

Pigeon pea hay, shelled corn stover, home grown corn, and cane top hay, are the principal ingredients with which the Heiku Ranch and the Maui Agricultural Co. hope to replace entirely the stock feeds which have heretofore been imported in large quantities from the Coast, says the Maui News.

The Heiku Ranch is just completing what is perhaps the largest storehouse and mill in the Territory for preparing these feeds. It is located at Heiku and is being connected up with the Kahului railroad with a short track to make transportation a simple matter. This mill will be equipped with machinery for separating and grinding grains and for mixing various feeds, as well as for drying and storing them.

The pigeon pea hay is being made from the tops containing the grain which have been grown by F. G. Krauss. These tops with stems, leaves and pods are first cured like hay, and will later be ground for mixing with other products to form a balanced stock ration.

The corn stover from several hundred acres is also being shredded forming the excellent and well known feed of the mainland, but which has heretofore been of little importance in the Islands.

The cane top hay is a development of the Maui Agricultural Company, and is said to be most promising as a stock feed product. The tops are shredded by a special machine, and dried, forming a hay which it is said all kinds of stock greatly relish. If this product fulfills the expectations warranted by experiments thus far made, it promises to go far toward solving the feed problem in the Islands, since it is claimed that at least 50,000 tons of this material could be produced here annually.

The Heiku Ranch has lately installed grinding machinery for making corn meal and corn flour, and as soon as the corn crop is fully matured, which will be very shortly, it expects to put out for local and domestic use a considerable supply of these products.

the fact that men employed in one of the fertilizer works were reported Saturday to have heard the railroad men had had their demands granted.

The demands of the Japanese laborers for more pay follow two successful demands made in 1916 and 1917, both coming like this in the busy pineapple season. In November, 1916, the freight handlers pay was increased from \$1.50 to \$1.75 and in August, 1917, to two dollars a day, with steady pay guaranteed.

Always the freight workers at the Honolulu terminal have been given about twenty-five cents more a day than the section men, who are furnished a house, wood and water. Upon both occasions when the freight handlers wages were increased, the section men were given advances also of twenty-five cents a day, so they are now getting \$1.75 a day besides what they are furnished free.

Make Good Pay

The freight workers, with some overtime, are said to be now making from \$56 to \$72 a month, far more than they will be able to make at the pineapple cannery rate of fifteen cents an hour, which it is suspected some of them are already accepting to tide them over the period of the strike.

The first demand for an increase from the Japanese came about thirty days ago, when Superintendent Dennison was approached one Sunday by the gang lunas and told the men asked more pay. They were informed that it was impossible to grant the request, and they were reminded of their promise made in 1917 that if they got that raise they would be satisfied.

A week ago a committee presented their claims to the superintendent again. He assured the interpreter, who accompanied them, that the advance could not be given. On last Thursday the demands were made again through the bosses, some of whom have been with the company for twenty years. This demand the men would not follow it on Friday were accompanied with the threat to quit work if the wage increase was not granted.

Dennison Hopeful

After the conference with the section bosses last night, Superintendent Dennison said he had hopes that these men would return to work this morning, as he was confident they did not wish to quit the work which they liked and knew, and because they were attached to the homes furnished them by the company.

During the conference he told the men that the railroad was troubled like everyone else by the high cost of living. As an instance he cited the fact that box cars which used to be built for about \$400 now cost over \$1100. He says that unless they do return to work, however, that they will be replaced by other workers of other races.

A. Macphail, manager of McCabe, Hamilton and Renny, says that when he attempted to get Hawaiians to take the place of the striking Japanese laborers on Saturday night, twenty of those asked refused to go to work. However, fourteen men were secured who kept the cargo workers aboard the government ship busy during the night. Yesterday the stevedoring company managed to get two full gangs on the job. These were supplemented by Koreans, Filipinos and Portuguese recruited about the city by the railroad company.

No trouble is anticipated in getting plenty of men to handle the freight shipments at the railroad warehouses, but it is not denied that the walkout of all the dock section men would seriously interfere with the operation of the railroad until other men could be trained for the right of way repair work.